PHOTOGRAPHIC INTERPRETATION REPORT



SOUTHEAST ASIA ACTIVITY REPORT

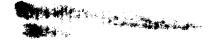
SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM
21-27 JULY 1966

NPIC/R-259/66 JULY 1966

SUMMARY NO 13

GROUP 1 EXCLUDED FROM AUTOMATIC DOWN GRADING AND DECLASSIFICATION

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WARNING

This document contains information affecting the national defense of the United States, within the meaning of Title 18, sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law.

PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

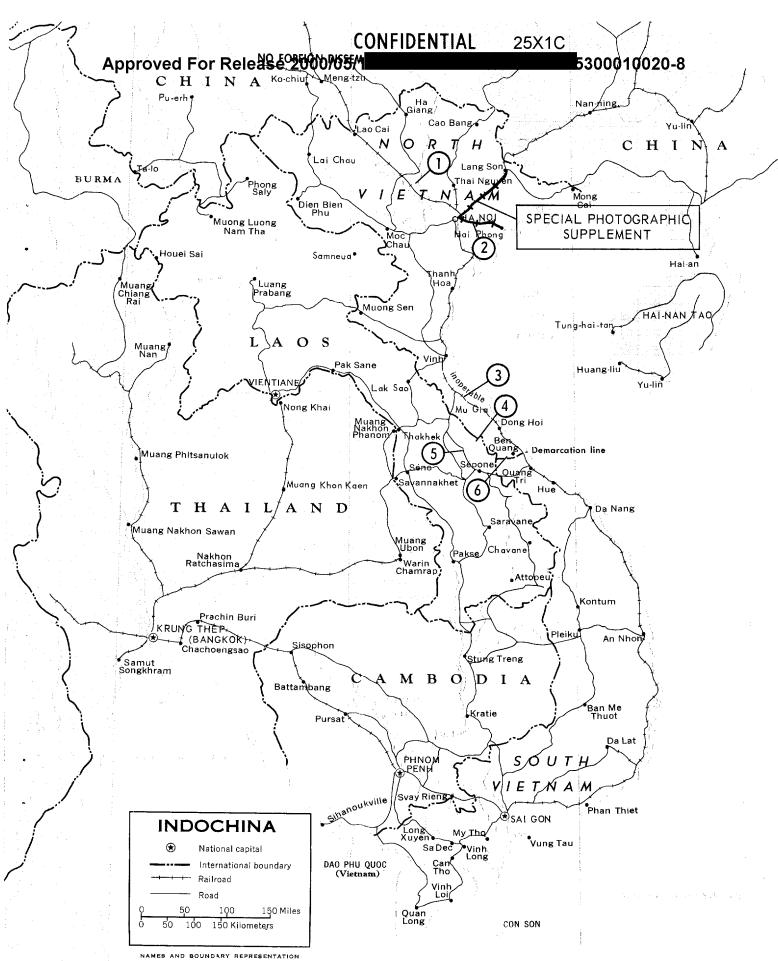
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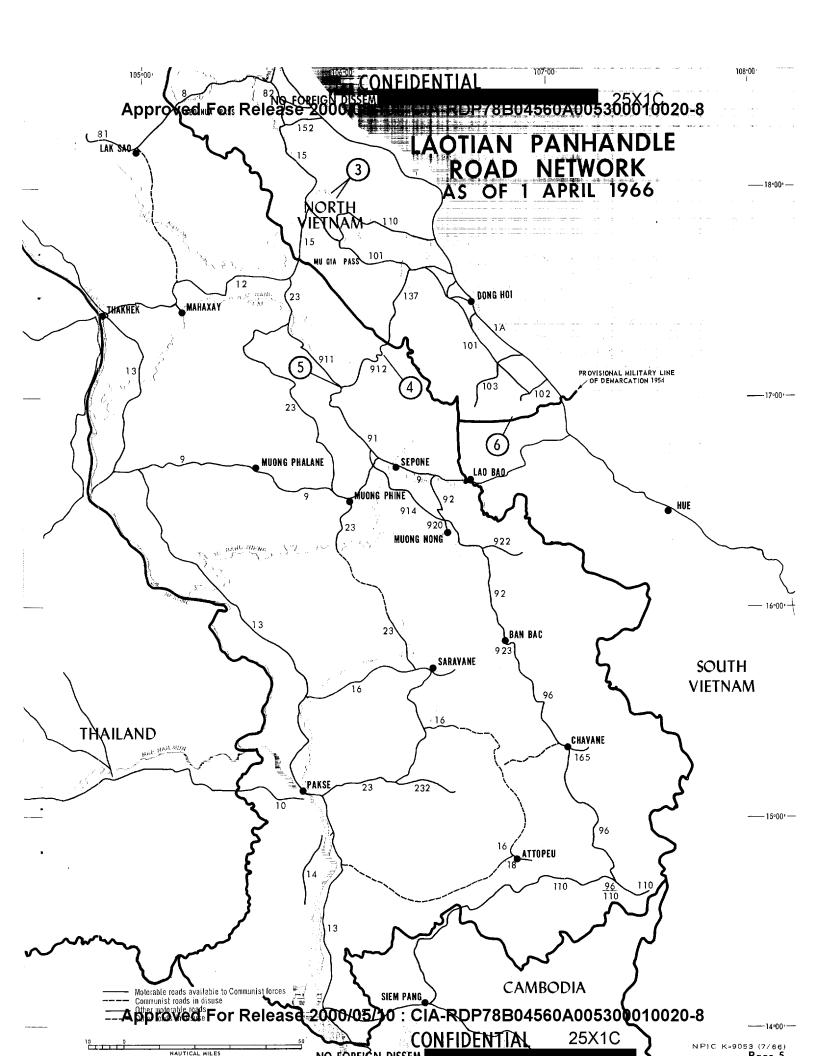
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To conform with future NPIC reporting procedures, the title of this report has been changed from Selected Transportation and Infiltration Activity, Southeast Asia to Southeast Asia Activity Report, Selected Transportation and Infiltration Compendium.





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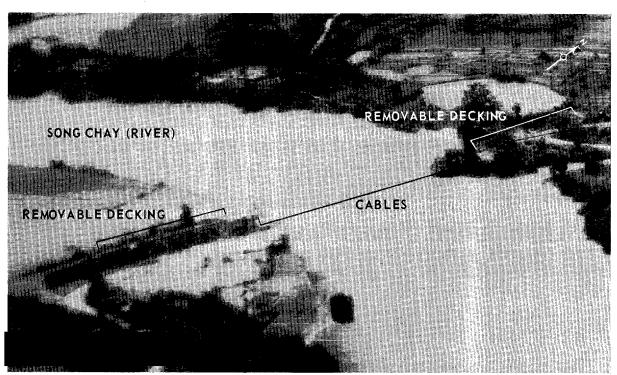
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1. Cable Bridge, Route 2

A cable bridge has been constructed on Route 2 over the Song Chay (river) at 21-38N 105-11E. The bridge consists of two overhead suspension cables and two deck support cables, with the removable decking placed on the approaches when not in use (Figure 1). Although this bridge replaces the Phu Doan Highway Bridge over the Song Chay (the support cables) its length (approximately 330 feet) may preclude vehicular use.

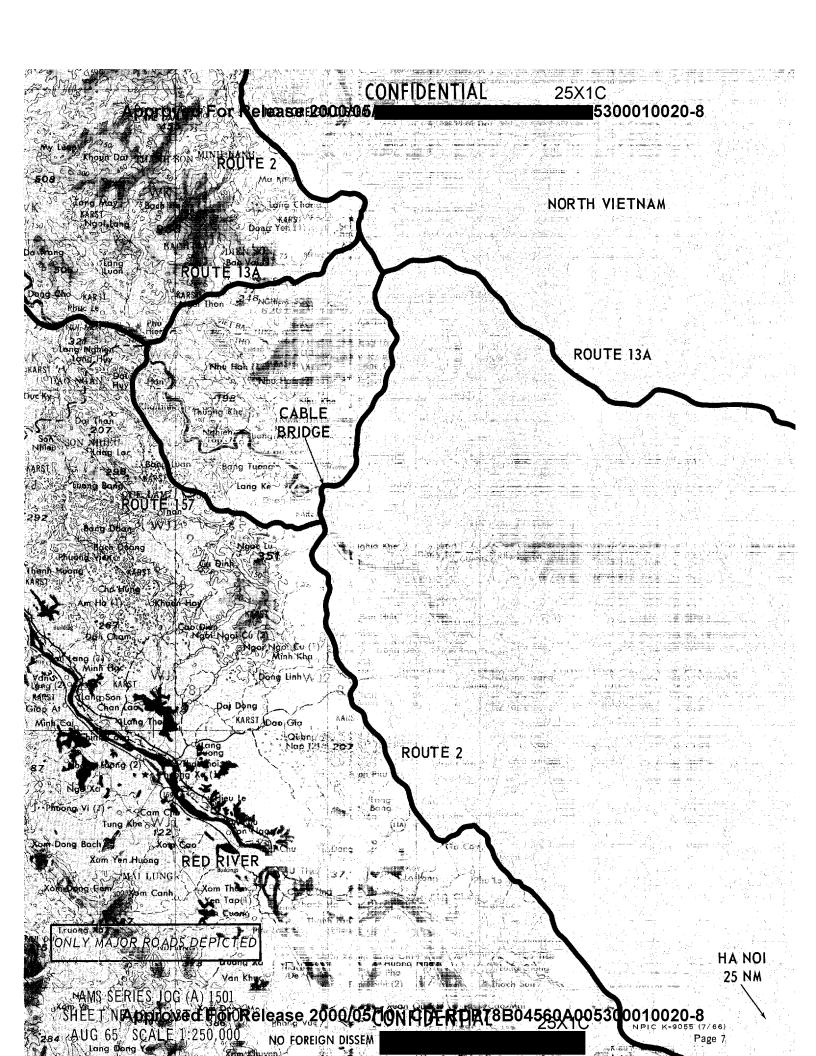
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FIGURE 1. CABLE BRIDGE, ROUTE 2, NORTH VIETNAM

NPIC K-9054 (7/6)



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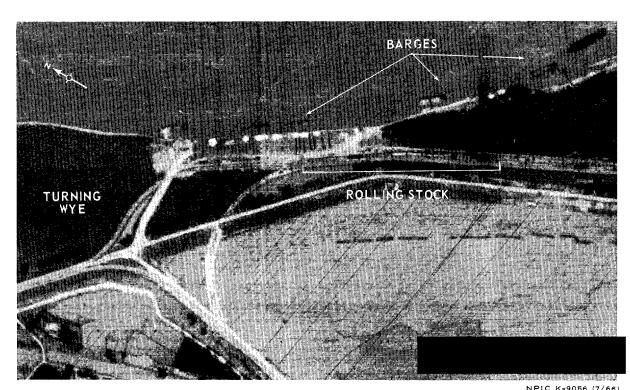
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2. Rail Spur and Water-to-Rail Transshipment Point, Ha Noi/Hai Phong Rail Line

A rail spur and water-to-rail transshipment point are located 3 nm west-northwest of Hai Duong. The spur extends north-northeast from a three-track rail yard on the Ha Noi/Hai Phong Rail Line at UTM XJ328162, forms a turning wye at UTM XJ337181, continues generally southeast along the south bank of the Song Thai Binh (river), and terminates at a two-track rail yard at UTM XJ342177 (Figure 2). A short spur under construction by-passes the turning wye and connects the yard to the main spur. No storage facilities are observed between the river and the spur, indicating direct transshipment. At least 28 pieces of rolling stock are observed along the spur from UTM XJ330166 to XJ337163, and 10 pieces of rolling stock are in the rail yard. Moored along the river bank adjacent to the spur are nine small barges/lighters.

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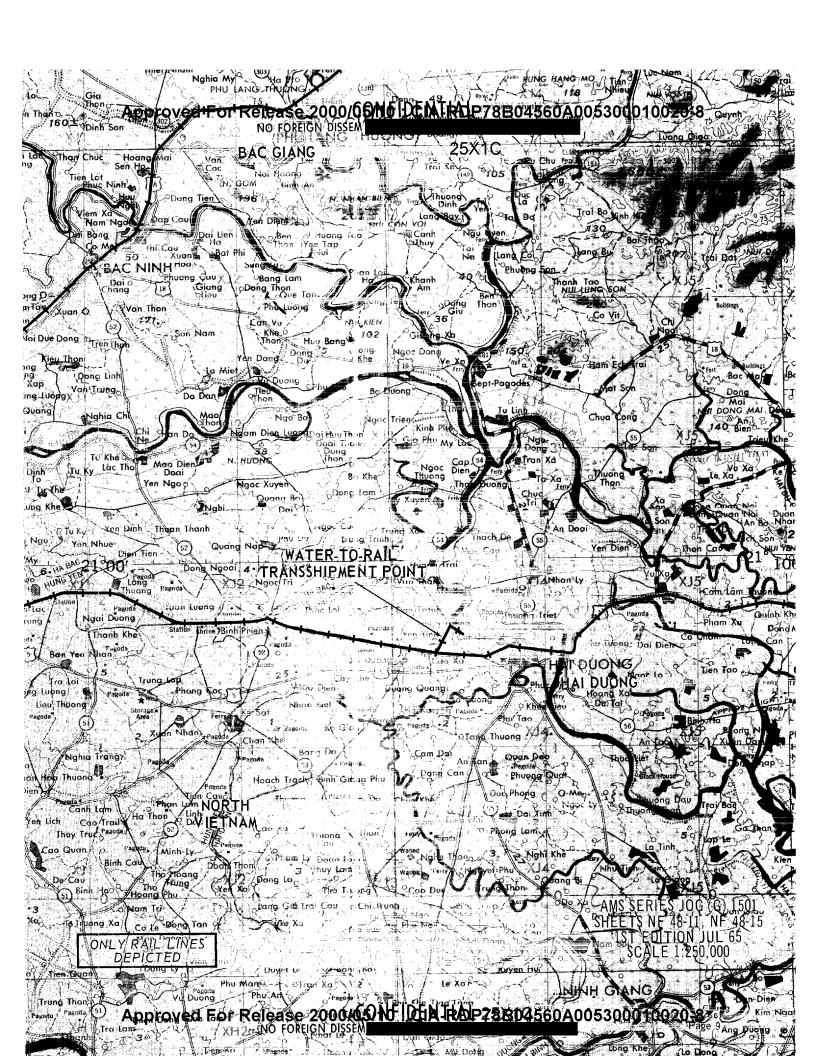
NPIC Cable Cite 7847, DTG 220100Z, Jul 66 NPIC Briefing Board L-1356



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FIGURE 2. WATER-TO-RAIL TRANSSHIPMENT POINT, HA NOI/HAI PHONG RAIL LINE, NORTH VIETNAM

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3. Railroad Cable Bridges Under Construction, Vinh/Dong Hoi Rail Line

Two railroad cable bridges are under construction on the Vinh/Dong
Hoi Rail Line. One bridge, in the late stage of construction, is immediately south of the destroyed Xom Khe Rail Bridge over the Khe Net

at 17-58N 105-55E (Figure 3). Construction consists of a
cable anchorage on each bank of the Khe Net, two cables in place, and
six wooden A-frame cable supports (three supported by the dropped truss
of the destroyed bridge). Both approaches are under construction, but
no track has been laid. A second bridge, in the early stage of construction, is at the destroyed Kim Lu Xa Rail Bridge over the Khe Danh

at 17-57N 105-57E. Two cables extend from the west bank of
the stream to the concrete pier of the destroyed bridge, and several
wooden A-frame cable supports are on the ground. There is still no evidence

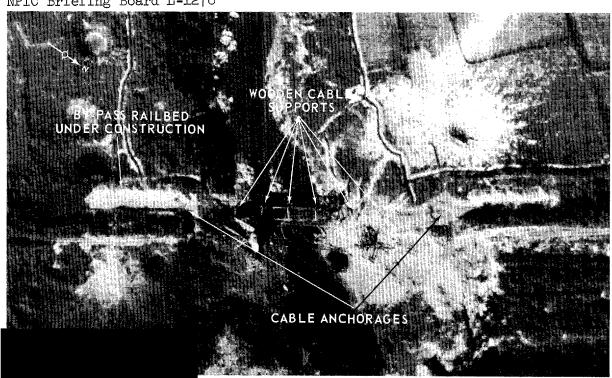
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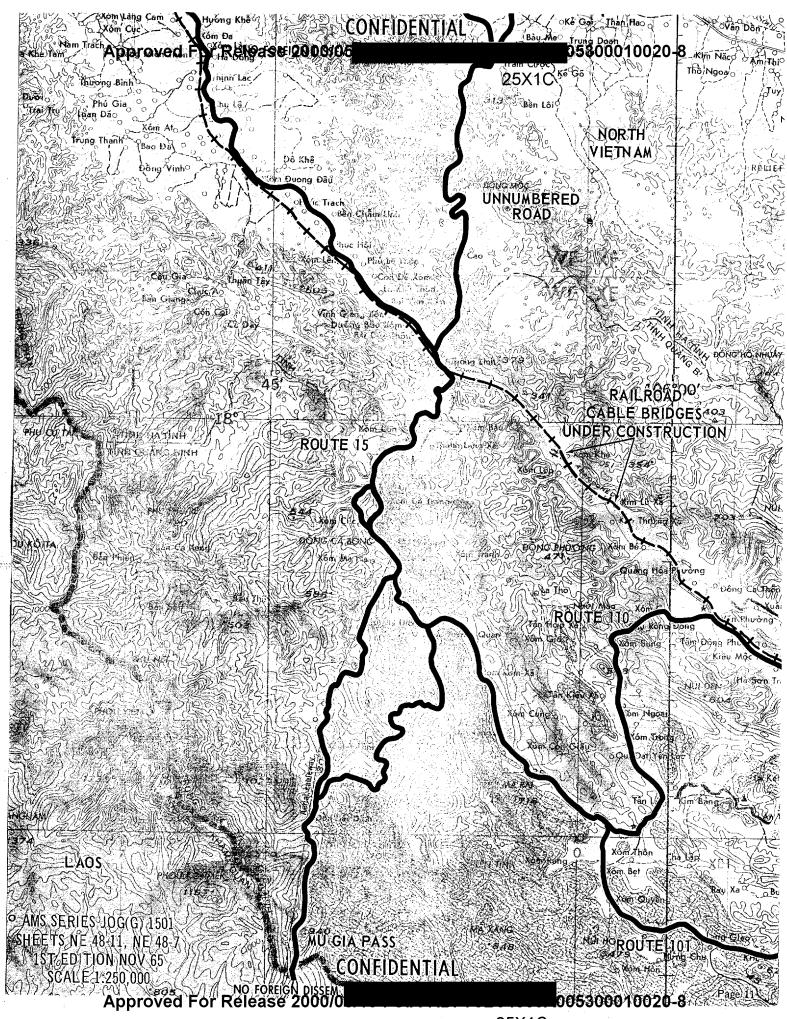
of an attempt to by-pass this bridge.



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FIGURE 3. RAILROAD CABLE BRIDGE UNDER CONSTRUCTION, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

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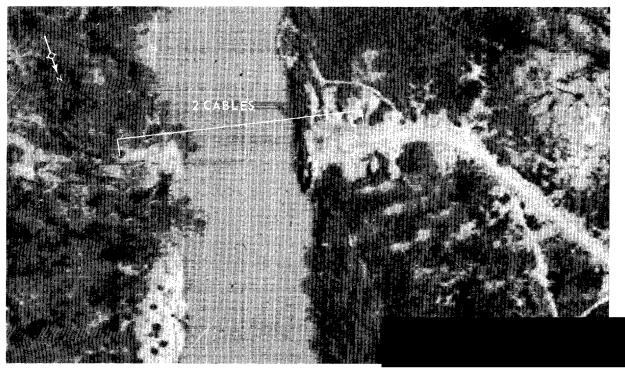
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4. Vehicular Cable Bridge, Route 912

A vehicular cable bridge has been constructed over the Nam Ta Le (river) on the Route 912 by-pass at UTM XE231026 (Figure 4). Two support cables have been strung and are apparently too high to be used as a guide line for a vehicle ferry. Both bridge approaches appear to be in active use and a parking area has been constructed immediately south at UTM XE235019.

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NPIC Cable Cites 7836, DTG 210253Z, Jul 66; 7851, DTG 220210Z, Jul 66 NPIC Briefing Board L-1257



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FIGURE 4. VEHICULAR CABLE BRIDGE, ROUTE 912, LAOS NPIC K-9061 (7/66)

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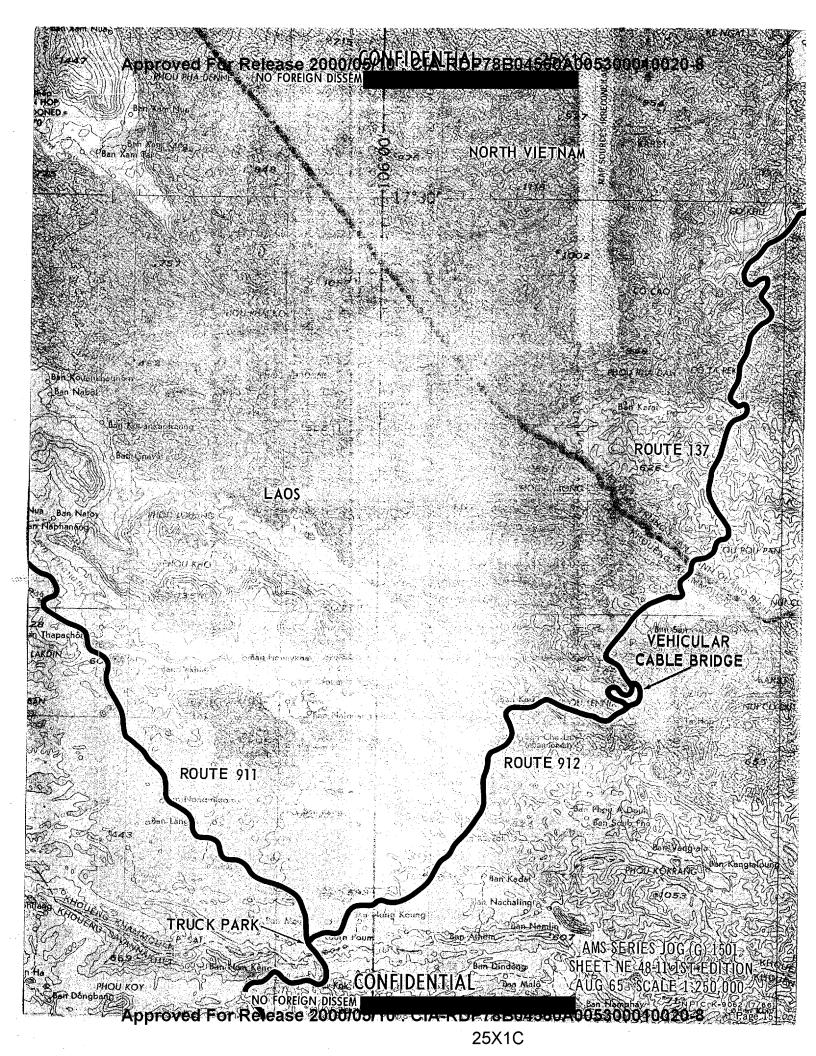
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5. Truck Park, Junction of Routes 911 and 912

A truck park is observed immediately west of Route 911 at its junction with Route 912 at 17-03N 105-57E. Access roads to the park extend from Route 911 at UTM XDO20852, XDO17857, and XDO17852. No vehicles or associated facilities are observed, although well used trails connect the area to the nearby village of Ban Lourn Poum, where four buildings remain.

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NPIC Cable Cite 7848, DTG 220123Z, Jul 66



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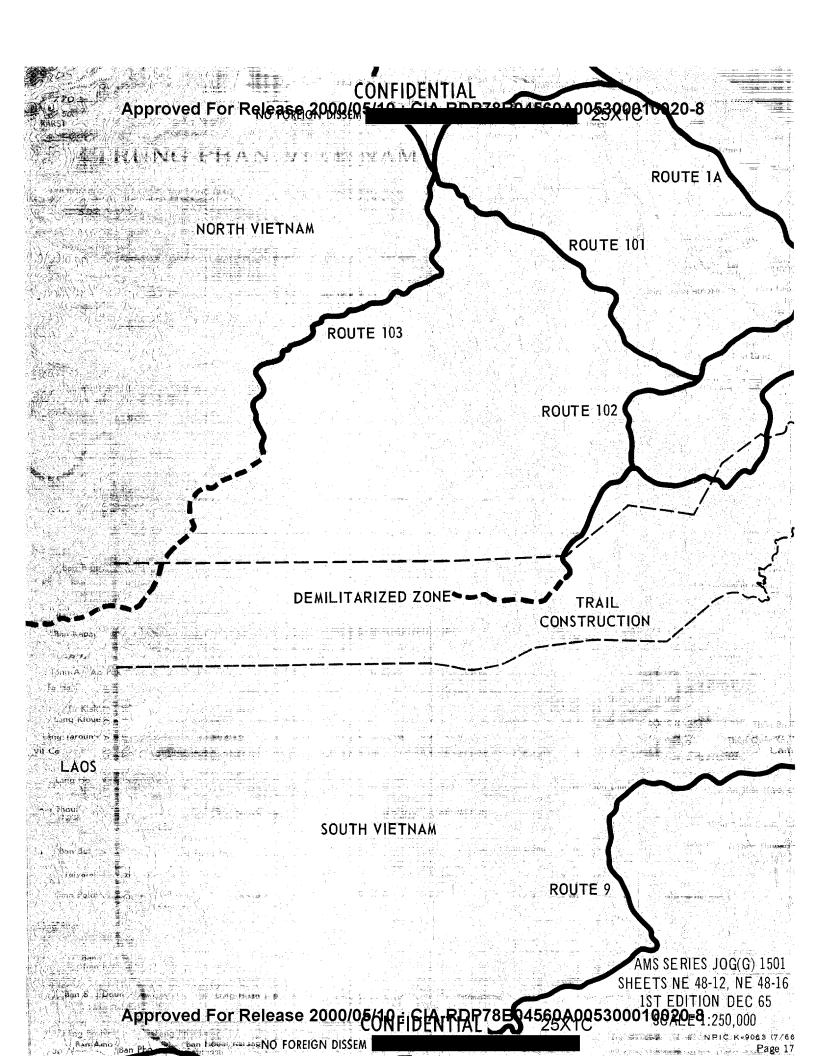
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6. Infiltration Trail Construction, Demilitarized Zone, North Vietnam

Trail widening and re-alignment are observed intermittently extending from the southern terminus of Route 102 at UTM XD949699 south to UTM XD939686, then west generally along the north bank of the Song Rao Thanh (stream) to the end of photographic coverage at UTM XD864690 (Figures 5 and 6). This construction is similar to that which occurred along the infiltration trail extending south from Route 103 through the Demilitarized Zone into Laos.

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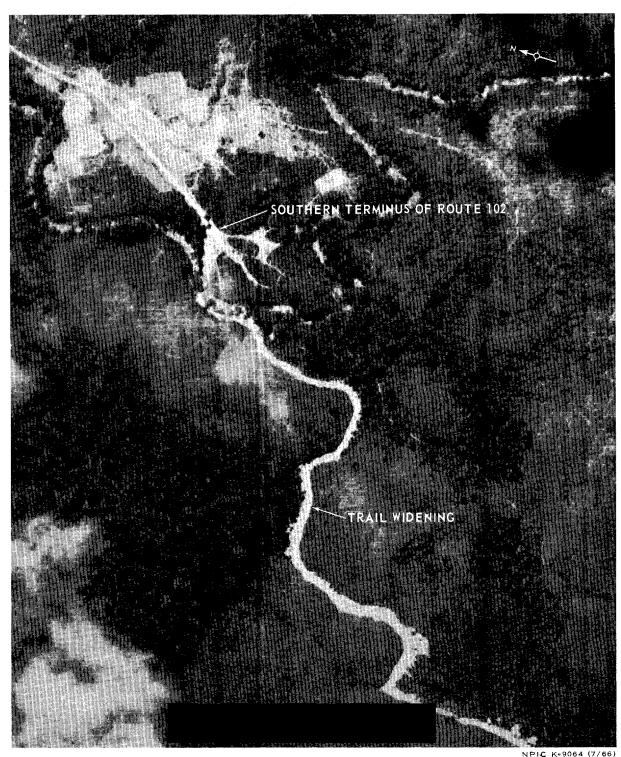


FIGURE 5. INFILTRATION TRAIL CONSTRUCTION, DEMILITARIZED ZONE, NORTH VIETNAM

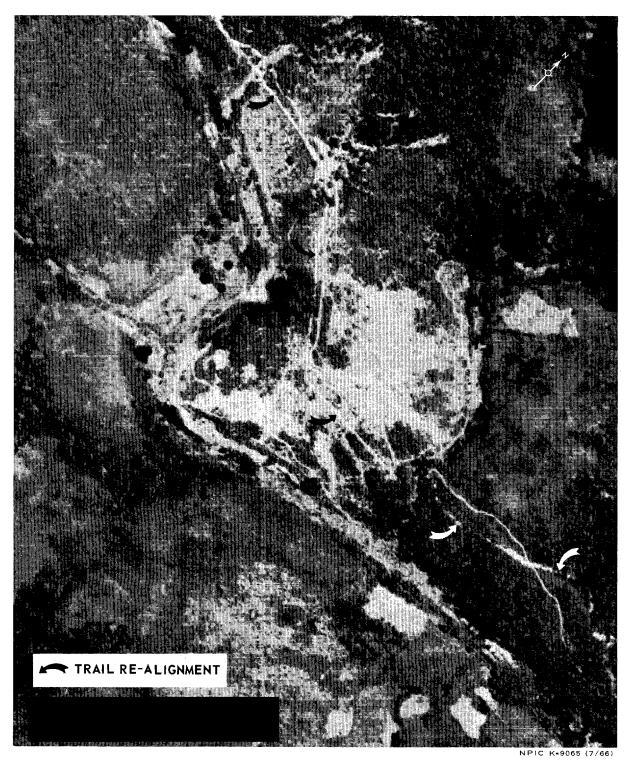


FIGURE 6. INFILTRATION TRAIL CONSTRUCTION, DEMILITARIZED ZONE, NORTH VIETNAM

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SPECIAL PHOTOGRAPHIC SUPPLEMENT

bridge is located at UTM XJ549845 (Figure 8).

Ten railroad by-passes are under construction at eight major bridges on the Ha Noi/Ping-Hsiang and Ha Noi/Hai Phong Rail Lines. Since each main line bridge is serviceable, construction of the by-passes suggests the maintenance of one or more alternate river crossings as protection against future air strikes. An additional by-pass was constructed around a damaged bridge. The status of this construction activity is as follows:

Tracks have been laid on two by-passes east of the Lang Son Railroad and Highway Bridge over the Song Ky Cung (The by-pass 25X1A bridges are in early- to mid-stage of construction at UTM XK827151 and XK838142 (Figure 7).

A dual-gauge railroad by-pass is serviceable northwest of the Cao Nung Railroad Bridge over the Song Hoa The by-pass 25X1A

A by-pass has been constructed south of the Bac Giang Railroad and Highway Bridge over the Song Thuong using standard-gauge 25X1A ties with meter-gauge track. Decking is in place on the by-pass bridge at UTM XJ247518, but track has not been laid.

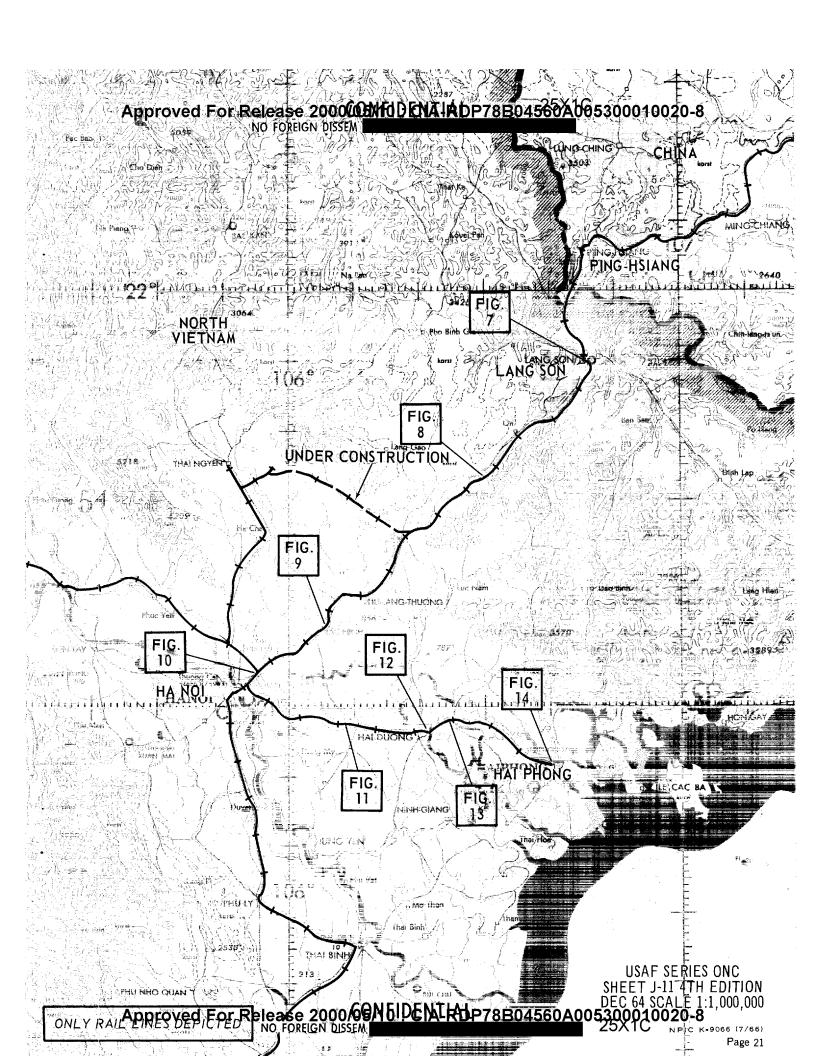
A by-pass is under construction west of the Dap Cau Railroad and Highway Bridge over the Song Cau Piers have been 25X1A constructed on the west bank of the river for the by-pass bridge at UTM XJ131457 (Figure 9).

A by-pass is under construction southeast of the Ha Noi Railroad and Highway Bridge over the Canal Des Rapides The by-pass bridge is in early stage of construction at UIM WJ958305 (Figure 10).

A by-pass is under construction south of the Ngoc Kuyet Railroad Bridge 25X1A The abutments and piers have been constructed for the by-pass bridge at UTM XJ219182 (Figure 11).

A by-pass is under construction north of the Hai Duong Railroad and Highway Bridge over the Thai Binh (The by-pass bridge 25X1A is in early stage of construction at UTM XJ412168 (Figure 12).

Two by-pass bridges are under construction south of the Hai Duong Railroad and Highway Bridge East over the Song Rang (25X1A One bridge at UTM XJ447191 is complete, with the exception of the center



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span, and track is in place on the by-pass. Piers are being constructed for the second bridge at UTM XJ457193, and the railbed of the by-pass is apparently complete (Figure 13).

Bridge piers are under construction at UIM XJ738064 west of the Hai Phong Railroad and Highway Bridge over the Song Tram Bac The by-pass is in early- to mid-stage of construction (Figure 14).

25X1D

NPIC Cable Cites 7659, DTG 030204Z, Jul 66; 7691, DTG 070813Z, Jul 66; 7767, DTG 150332Z, Jul 66 NPIC Briefing Boards K-9582, L-1103, L-1123, L-1201, L-1252

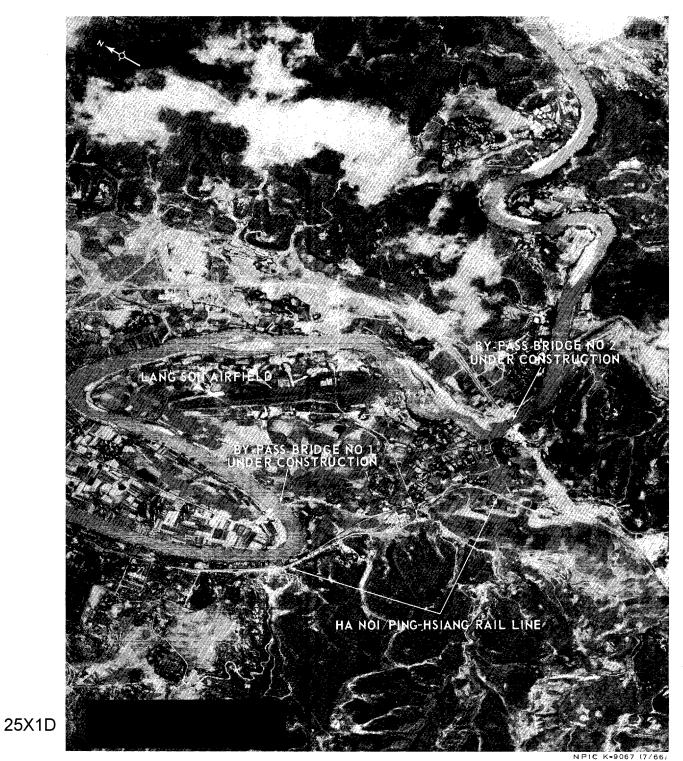


FIGURE 7. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, HA NOI/PING-HSIANG RAIL LINE, NORTH VIETNAM

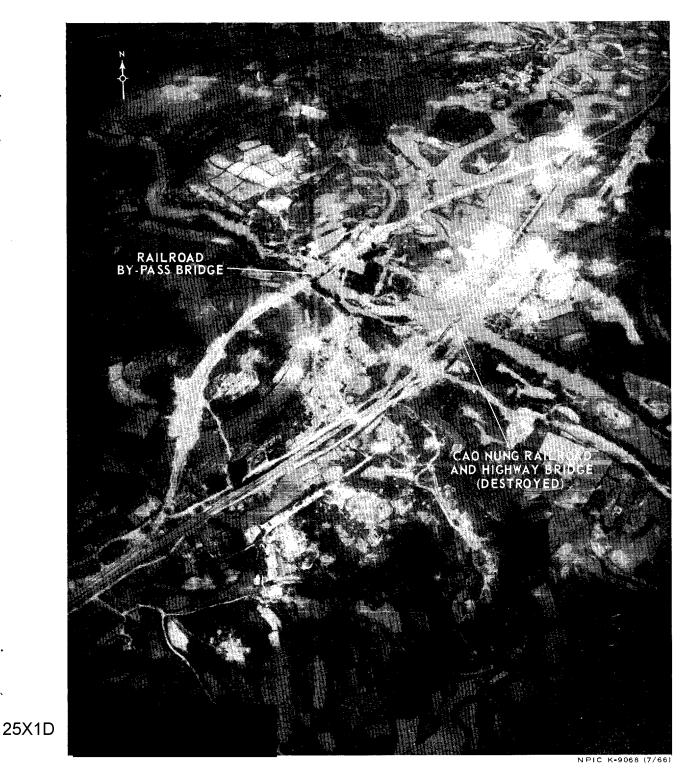


FIGURE 8. RAILROAD BY-PASS BRIDGE, HA NOI/PING-HSIANG RAIL LINE, NORTH VIETNAM

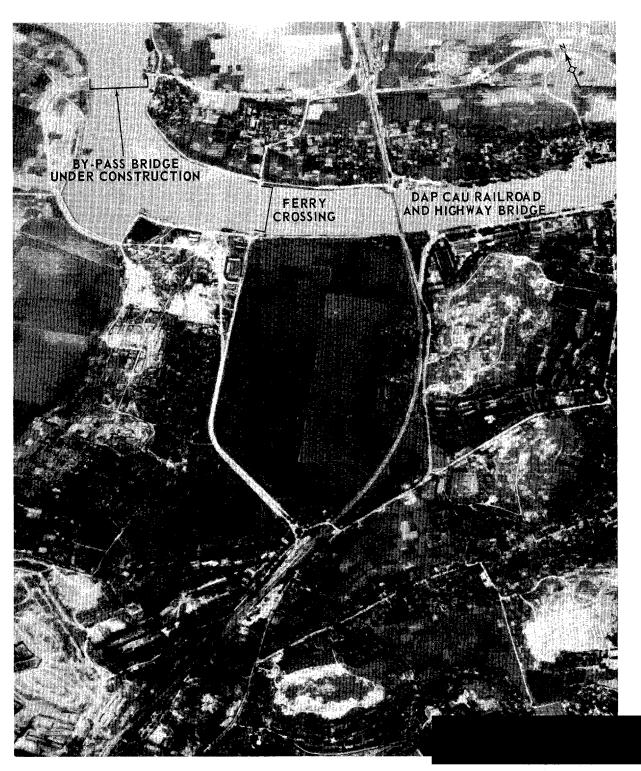


FIGURE 9. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, HA NOI/PING-HSIANG RAIL LINE, NORTH VIETNAM

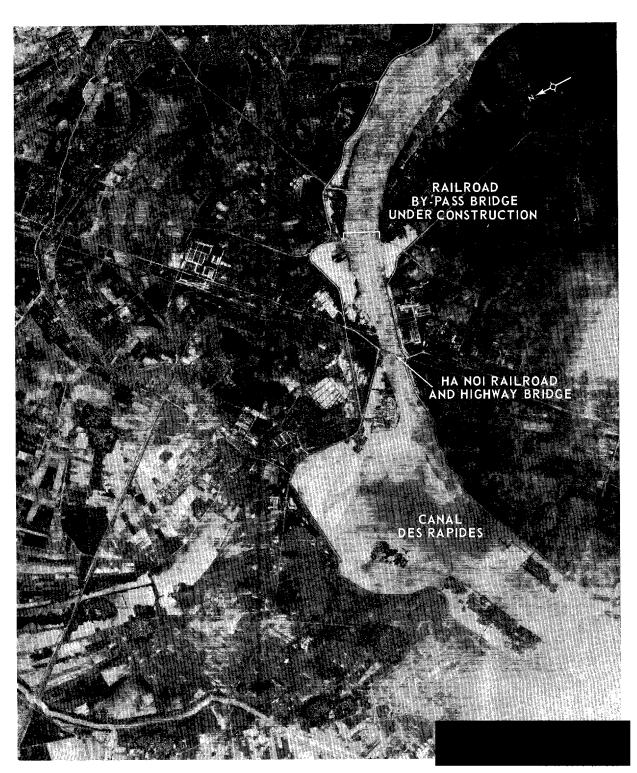


FIGURE 10. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, HA NOI/PING-HSIANG RAIL LINE, NORTH VIETNAM



FIGURE 11. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, HA NOI/HAI PHONG RAIL LINE, NORTH VIETNAM

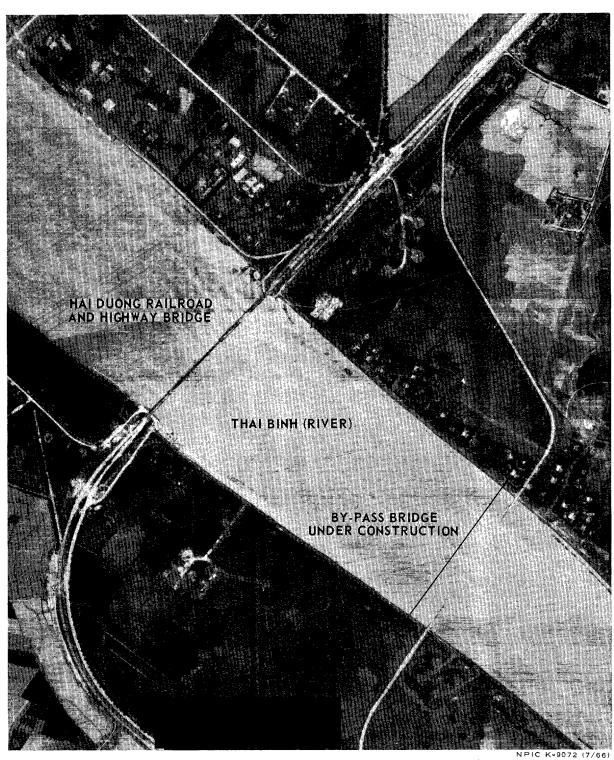


FIGURE 12. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, HA NOI/HAI PHONG RAIL LINE, NORTH VIETNAM



FIGURE 13. RAILROAD BY PASS BRIDGES UNDER CONSTRUCTION, HA NOI/ HAI PHONG RAIL LINE, NORTH VIETNAM

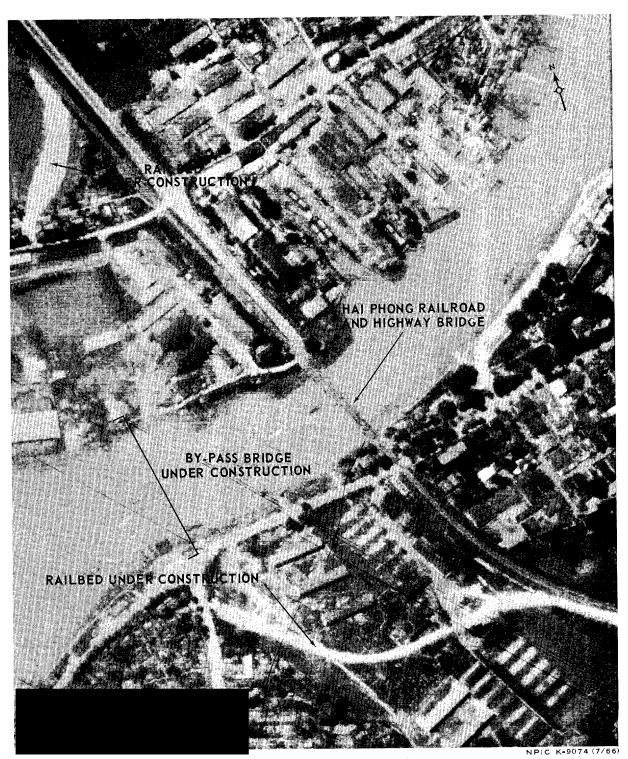


FIGURE 14. RAILROAD BY-PASS BRIDGE UNDER CONSTRUCTION, HA NOI/HAI PHONG RAIL LINE, NORTH VIETNAM

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